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1504TH AAF BASE UNIT WEST COAST WING, PACIFIC DIVISION, ATC FAIRFIELD-SUISUN AAB, CALIFORNIA

Tolak.

PRECISION LOW APPROACH CHECK

PILOT GALANCE TARK M DATE 17 POR 1945

RANGE FAIR FIELD

TYPE AIRCRAFT C -S 4 14 GRADE & GRADE

WEATHER: CHVU	Smoot	1		·	
	Value	Tolerance Allowed	ALTITU Prescribed		Grade
l. Initial approach altitude	2	100	5000	5000	2
Beam bracketing and holding Initial approach heading	2	3 Brkts 10°	good		2
3. Detected station, initial	<u></u>			ak	enf
4. Rate of descent	2	200	500%	500	-
5. Altitude prior to turn	- 22	501	3000	3300	0
6. Airspeed	2	5 MPH	140	138	2
7. Procedure turn headings	2	. 50	345	345	2
8. Altitude procedure turn	2	.501	3000	3000	2
9. Airspeed during turn	22	5 MPH	140	140	2
10. Rate of descent	-22	200'/Min	500'	300	9
11. Altitude, return to station	5	01	A	a.b.	5
Bracketing and riding beam 12. Return to station heading	55	3 Brkts 50			5
13. Airspeed	- 22	5 MPH	140 -	130	0
li. Detected station, final	8			oh	8
15. Altitude over station	8	01	1000	1000	81
16. Rate of descent	4	100'/Min	500		4
17. Airspeed	4	5 MPH	140	140	4
18. Heading, station to field	8	50	210	210	8
19. Timing, station to field	8	5 sec.	2	2'	8
20. Altitude over field	-310	01	560		5
21. Pull out	4		ok		14
22. Signal volume and reaction	4		200	ماده	4
23. Knowledge of procedure	8		Little	East Strange	CF.

REMARKS: gool job

Beam bracketing and holding) Erkus	0.11		2
2. Initial approach heading	2	100	gaod		W.
2 Detected station initial	4			ach	enf
3. Detected station, initial					
4. Rate of descent	2	200 1/Min	5000	500	02
4. Rate of descent				9	43
5. Altitude prior to turn	- 2-2	50'	3000	3300	()
·			421 5	138	2_
6. Airspeed	2	5 MPH	140		-
		* 5°	345	345	2
7. Procedure turn headings	2	2-	2/3	and f	
8. Altitude procedure turn	2	50!	3000	3000	2
8. Altitude procedure turn	~				100
9. Airspeed during turn	2	5 MPH	140	140	deput
	4		500'	308-	(Pro
10. Rate of descent	-22	200'/Min	200	700	9
	_	0.1		0.6	Same parts
11. Altitude, return to station	5	3 Brkts		4.00	tud.
Bracketing and riding beam	5	5°			5
12. Return to station heading	4			130	
13. Airspeed	- 32	5 MPH	140 -	135	0
				ah	
14. Detected station, final	8			6.15	- X
		0.1	1000	1000	CA
15. Altitude over station	8	0'	,000	7000	8
	,	100'/Min	500	-	ex.
16. Rate of descent	44	100 / 2-111	663		-
17. Airspeed	4	5 MPH	140	140	4
T) a little book				0.13	1
18. Heading, station to field	8	50	210	210	<u> </u>
	a	F	2	2.1	8
19. Timing, station to field	8	5 sec.		NA.	1
20. Altitude over field	- 310	01	560		15
20. Altitude over field	Xiv		1		11
21. Pull out	4		Oh.		1.7
			900	d	4
22. Signal volume and reaction	1		1		
LL. DIBITAL VOLATIO CITA TOCOCTO	4			1. 3	6.4
23. Knowledge of procedure	8	-	Lant	tak	6.5

REMARKS: gool job

CHECK PIEOT

PILOT GALDREL JOCK H DATE 17 Apt.					
RALICE OR BEACON HO TIME OTS					
TYPE AIRCRAFT C-54		RADE S	1	us said region for the Assessment	1997 i Mir - danter Steam nysferigamenyan yanganten yangan ny
WEATHER / C/A / 4	Real Property of the Party of t	Smoot		 7	
	Value	Tolerance Allowed	Prescribed	3	Grade
il. Initial Approach Albitude	2	100:	3000	3000	2
2. Initial Approach Heading	2		3150	305	2
3. Detected Station, Initial	2			06	And the second s
4. Outbound Heading	3		315	315	3
5. Altitude Prior to Turn	3	50!		3040	3
6. Airspeed	3	5 MPH	140	137	3
7. Time to Turn	4	a page of proper party of the page of the	2	06	4
8. Procedure Turn Headings	_3	50	N	N	3
9. Altitude, Procedure Turn	3	50'	3000	3050	3
10. Airspeed During Turn	3	5 MPH	140	140	3
11. Rate of Descent	3	200'/Min	500'	500	3
12. Altitude, Return to Station	5	50!	2-500	5-12	5
13. Heading, Return to Station	-55		-0		0
14. Airspeed	3	5 MPH	140	140	3
15. Detected Station, Intermediate	-3		- in section of the	6.	0
16. Altitude Over Station	5	50!	2500	2.500	5
17. Rate of Descent	1	100! /iin_	500'	solo	4
18. Airspeed	4	5 UPH.	140	145	4
19. Out Bound Heading	4		120	120	7
20. Time to Turn	5		5,		5
21. Inbound Heading	5		2050	the	5
22. Detected Station, Final	5			ak	5
23. Altitude Over Station	5	01	500	0/2	5
24. Turn to Field	5			che	6
25. Pull Out	22			che	2-
26. Signal (Needle Reaction)	-33			ets.	0
27. Knowledge of Procedure	3		1000		3

4. Outbound Heading	3		315	315	and the second s
5. Altitude Prior to Turn	3	501	3000	3040	3
.6. Airspeed	3	5 MPH	140	137	3
7. Time to Turn	4		2"	0/2	4
	2	50	Al	N	
8. Procedure Turn Headings	3	50	3000	3050	2
9. Altitude, Procedure Turn	3	501	140		
10. Airspeed During Turn	3	5 TPH		140	
11. Rate of Descent	3	200'/Min	500	500	
12. Altitude, Return to Station	5	50!	2500	6-12	5
13: Heading, Return to Station	-55		. 50	. «	0
14. Airspeed	3	5 <u>WPH</u>	140	140	3
15. Detected Station, Intermediate	-3		and of the state of the	4	0
16. Altitude Over Station	5	50!	2500	2,500	5
,		20016	500'	s.h.	4
17. Rate of Descent	4	100! [in_	140	142	4
18. Airspeed	4	5 UPH	 		
19. Out Bound Heading	4		130	120	
20. Time to Turn	5		3	1	5
21. Inbound Heading	5		2850	the.	5
22. Detected Station, Final	5			also	7
23. Altitude Over Station	5	0!	500	06	5
24. Turn to Field	5		. 2-	e4z	6
25. Pull Out	2			ch	200
26. Signal (Needle Reaction)	-33		*4	色物	0
27. Knowledge of Procedure	3		1500	·	3
Slow to tun on her	de c	hange	- n-E	herm	mæl
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CHECK PILOT

15041 AAF DASE VAIT GEST COAST WING, PACIFIC DIVIDICAL, AND FAMFILID-SCISUA AB, CALIFORNIA

	PINAL REPOR	78 - : 14073	12 ARty
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	nstructor's Cride	Check dlot's
. Visu 1 inspection and ecokpit check.		B
. Starting, faxis, and over-up.		B
. Take-off and climb.		13+
. Approach and landings.		B
One or more engines inoperative. Approach and land.		B.
Complete Instrument Check (.AF 50-3)		B
a, General Airwork		B
b. Instrument Take-off or Take-off	•	B
c. ADF Let Down		B+:
d. Loop orientation	THE ORIGINAL PROPERTY OF THE SAME AND THE SA	B-
Range orientation and let down e. Precision check).	errotti tarkir alkapunda — mis , şk — g min , qq qur . , ş , a mi	B+
		B
f. Instruments w/one engine inoperative. General knowledge of equipment.	/	B
The second secon		B
Emergency procedures and equipment,		The second control of
Use of Check-List		B
. Radio Navig., Radio Fixes.		63
FINAL GRADE		12
This was have h	is proce	dines
loven pat. O.k 90	day ch	enh
CONTENDATIONS:		mar an energie e spage a separation (pages e energiales este es e paísante e april de la companya de la company
	n dipolaration of transact and consequences are as the color of the chief and chief and color of the color of	***************************************
NSTRUCTOR C	VEOL DILOTAL IS	ul Pens

GRADES:

A - Above average

B - Average

6 - Below Average
D - Unsatisfactory

3. Take-off and climb.	13+
4. Approach and landings.	B
One or more engines inoperative. 5. Approach and land.	B.
6. Complete Instrument Check (AF 50-3)	B
a. General Airwork	B.
Ceiling b. Instrument Take-off or Take-off	B
c. ADF Let Down	B+:
d. Loop orientation	B-
Range orientation and let down	The second secon
e. (Precision check).	B+
f. Instruments w/one engine inoperati	ve. (3
7. General knowledge of equipment.	B
8. Emergency procedures and equipment,	B.
9. Use of Check-List	B
10. Radio Navig., Radio Fixes.	
FINAL GRADE	13
REM .RKS:	T GAME
	is procedures
down pat. O.k 90	day check
The second secon	
RECONMENDATIONS:	Prince - III III in the straight command and and additional growth and a second growth a second growth and a second growth growth and a second growth growth and a second growth
ROCOMMENDATIONS:	
INSTRUCTORC	HECK PILOT Club Scure
GRADES:	2 '
A - Above average	9
FORM #37	
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